

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:19 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 154 Const Calendar Day: 394 Date: 07-Oct-2010 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 24-Jan-11 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 70 - 80 4PM 60 - 70**Precipitation** 0.00"**Condition** Partly overcast to mostly sunny.Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

- Attended biweekly SAS Tailgate Safety and Staff meetings at 8:00am.
- Began to review RFI 2245R00 "W2 Bikepath Pedestal Base Plates.
- See Lalit's diary for ABFs labor, equipment, and operations at the W2 cap beam.

☐**04-0120F4 Bid Item: 048 0-W2C-CLO.048 W2 Cap Closure Bar reinforcing steel (bridge)**

REGIONAL STEEL CORP.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: REGIONAL STEEL CORP.								
Ironworker	JNM	GABRIEL GARCIA	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Ironworker	GEN	LANCE GAIGE	2.00	0.00	0.00	2.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 048 0-W2C-CLO.048

- Shipped double T-Headed #25 rebars to the jobsite without the pertinent paperwork.
- Placed vertical and horizontal double T-Headed #25 rebars for the lower bikepath pedestal blockouts located on the south end of the W2 cap beam. ABF laborers had to bush additional areas of concrete for these blockouts and used a power washer to remove material from the surface of the concrete. While in the process of bushing additional areas of the concrete surface for the lower southwest blockout the laborers removed a #25 T-Head coupler. The CMC-RS ironworker retightened the coupler without using a calibrated torque wrench. There appeared to be ample torque on the bar after it was retightened. However the CMC-RS ironworker was informed that this bar would need to be rechecked prior to concrete placement since a calibrated torque wrench wasn't onsite. The particular bar in question was the upper corner bar on the east corner. See photos below for more details. It should be noted that the double T-Headed #25 rebar wasn't placed for the upper southwest pedestal since the wrong length bars were ordered. It should be noted that ABF laborers also had to chip additional concrete for that blockout since there wasn't enough room for rebar placement.

☐

Attachment



ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 154

Date: 07-Oct-2010

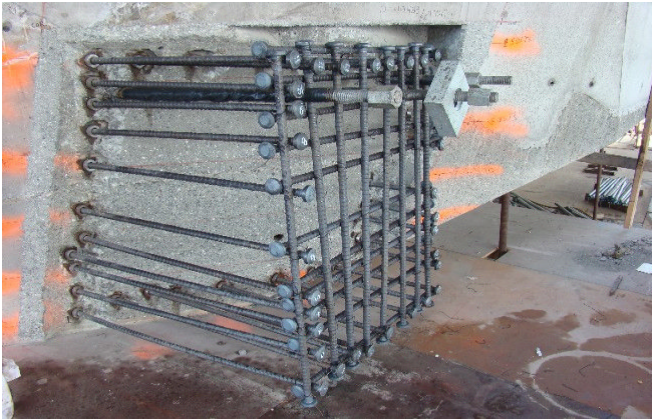
Thursday



Bushed and chipped surfaces of the upper southwest bikepath pedestal blockout. Rebar wasn't placed since the wrong size bars were ordered.



Completed placement of the lower southeast bikepath pedestal blockout.



Completed placement of the lower southwest bikepath pedestal blockout.